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34°25'65.6"N, longitude 114°18'46.7"W, thence southeasterly to latitude 34°25'60.7"N, longitude 114°18'42.7"W, thence southwesterly to longitude 34°25'51.4"N, latitude 114°18'46.2"W, thence southeasterly to latitude 34°25'47.1"N, longitude 114°18'49.4"W, thence to the end of the navigable waters of the canyon.

(b) *Definitions.* For the purposes of this section:

(1) *Vessel:* Every description of watercraft, used or capable of being used as a means of transportation on the water, and regardless of mode of power.

(2) *Patrol Vessel:* Vessels designated by the Captain of the Port, San Diego, to enforce or assist in enforcing these regulations, including Coast Guard, Coast Guard Auxiliary, and San Bernardino County Sheriff's Department Vessels.

(c) *Regulations.* (1) Vessels, with the exception of patrol vessels, shall not anchor, moor, loiter in, or otherwise impede the transit of any other vessel within the regulated navigation area. Furthermore, all vessels, with the exception of patrol vessels, shall expeditiously and continuously transit the regulated navigation area via the most direct route consistent with navigational safety.

(2) During periods of vessels congestion within the Copper Canyon area, as determined by the Captain of the Port or his or her designated on-scene representative, the regulated navigation area will be closed to all vessels, with the exception of patrol vessels. During designated closure periods, no vessel may enter, remain in, or transit through the regulated navigation area, with the exception of patrol vessels. Designation of periods of vessel congestion and announcement of the closure of the regulated navigation area will be conducted by broadcast notices to mariners on VHF-FM Channel 16 no less frequently than every hour for the duration of the closure period.

(3) Each person in the regulated navigation area shall comply with the directions of the Captain of the Port or

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his or her designated on-scene representative regarding vessel operation.

[CGD11-97-010, 63 FR 38308, July 16, 1998. Redesignated by USCG-2001-9286, 66 FR 33642, June 25, 2001]

§ 165.1181 San Francisco Bay Region, California—regulated navigation area.

(a) *Applicability.* This section applies to all vessels unless otherwise specified.

(b) *Deviations.* The Captain of the Port, San Francisco Bay, or the Commanding Officer, Vessel Traffic Service San Francisco, as a representative of the Captain of the Port, may authorize a deviation from the requirements of this regulation when it is deemed necessary in the interests of safety.

(c) *Regulated Navigation Areas—(1) San Francisco Bay RNA.* (i) The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:

37°47'18"N, 122°30'22"W; thence to 37°48'55"N, 122°31'41"W; thence along the shoreline to 37°50'38"N, 122°28'37"W; thence to 37°50'59"N, 122°28'00"W; thence to 37°51'45"N, 122°27'28"W; thence to 37°52'58"N, 122°26'06"W; thence to 37°51'53"N, 122°24'58"W; thence to 37°51'53"N, 122°24'00"W; thence to 37°51'40"N, 122°23'48"W; thence to 37°49'22"N, 122°23'48"W; thence to 37°48'20"N, 122°22'12"W; thence to 37°47'02"N, 122°21'33"W; thence to 37°47'02"N, 122°23'04"W; thence along the shoreline to the point of beginning.

Datum: NAD 83

(ii) The San Francisco Bay RNA consists of the following defined sub-areas:

(A) *Golden Gate Traffic Lanes—(1) Westbound traffic lane:* Bounded by the Golden Gate precautionary area and the COLREGS Demarcation Line (33 CFR 80.1142), between the separation zone and a line connecting the following coordinates:

37°48'30"N, 122°31'22"W; thence to 37°49'03"N, 122°29'52"W.

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(2) *Eastbound traffic lane.* Bounded by the COLREGS Demarcation Line (33

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CFR 80.1142) and the Golden Gate precautionary area, between the separation zone and a line connecting the following coordinates:

37°47'50" N, 122°30'48" W; thence to 37°48'30" N, 122°29'29" W.

Datum: NAD 83

(3) *Golden Gate Separation Zone*: The area 75 yards each side of a line connecting the following coordinates:

37°48'08" N, 122°31'05" W; thence to 37°48'46" N, 122°29'40" W.

Datum: NAD 83

(B) *Golden Gate Precautionary Area*: An area bounded by a line connecting the following coordinates beginning at:

37°48'30" N, 122°29'29" W; thence to 37°48'52" N, 122°28'41" W; thence to 37°48'52" N, 122°27'49" W; thence to 37°49'36" N, 122°27'46" W; thence to 37°49'55" N, 122°28'09" W; thence to 37°49'28" N, 122°28'45" W; thence to 37°49'03" N, 122°29'52" W; thence returning to the point of beginning.

Datum: NAD 83

(C) *Central Bay Traffic Lanes*—(1) Westbound traffic lane: Bounded by the Central Bay precautionary area and the Golden Gate precautionary area, between the Central Bay and the Deep Water Traffic Lane separation zones.

(2) *Eastbound traffic lane*: Bounded by the Golden Gate precautionary area and the Central Bay precautionary area, between the Central Bay Separation Zone and a line connecting the following coordinates, beginning at:

37°48'41" N, 122°25'17" W; thence to 37°48'50" N, 122°26'14" W; thence to 37°48'52" N, 122°27'49" W.

Datum: NAD 83

(3) *Deep Water (two-way) Traffic Lane*: Bounded by the Central Bay precautionary area and the Golden Gate precautionary area, between the Deep Water Traffic Lane and a line connecting the following coordinates, beginning at:

37°49'55" N, 122°28'09" W; thence to 37°50'36" N, 122°27'12" W; thence to 37°50'47" N, 122°26'26" W.

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(D) *Central Bay Separation Zone*: The area 75 yards each side of a line con-

necting the following coordinates, beginning at:

37°49'17" N, 122°27'47" W; thence to 37°49'35" N, 122°25'25" W.

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(E) *Deep Water Traffic Lane Separation Zone*: The area 75 yards each side of a line connecting the following coordinates, beginning at:

37°49'36" N, 122°27'46" W; thence to 37°50'22" N, 122°26'49" W; thence to 37°50'25" N, 122°26'22" W.

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(F) *Central Bay Precautionary Area*: An area bounded by a line connecting the following coordinates, beginning at:

37°48'41" N, 122°25'17" W; thence to 37°49'32" N, 122°25'13" W; thence to 37°50'25" N, 122°26'22" W; thence to 37°50'47" N, 122°26'26" W; thence to 37°51'04" N, 122°24'58" W; thence to 37°51'53" N, 122°24'58" W; thence to 37°51'53" N, 122°24'00" W; thence to 37°51'40" N, 122°23'48" W; thence to 37°49'22" N, 122°23'48" W; thence to 37°48'20" N, 122°22'12" W; thence to 37°47'02" N, 122°21'33" W; thence to 37°47'02" N, 122°23'04" W; thence returning along the shoreline to the point of beginning.

Datum: NAD 83

(2) *North Ship Channel RNA*. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:

37°51'53" N, 122°24'58" W; thence to 37°54'15" N, 122°27'27" W; thence to 37°56'06" N, 122°26'49" W; thence to 37°56'06" N, 122°26'34" W; thence to 37°54'48" N, 122°26'42" W; thence to 37°54'02" N, 122°26'10" W; thence to 37°51'53" N, 122°24'00" W; thence to returning to the point of beginning.

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(3) *San Pablo Strait Channel RNA*. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:

37°56'06" N, 122°26'49" W; thence to 37°57'26" N, 122°27'21" W; thence to 38°00'48" N, 122°24'45" W; thence to 38°01'54" N, 122°22'24" W; thence to 38°01'44" N, 122°22'18" W; thence to 37°57'37" N, 122°26'23" W; thence to 37°56'06" N, 122°26'34" W; thence returning to the point of beginning.

Datum: NAD 83

(4) *Pinole Shoal Channel RNA*. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:

38°01'54" N, 122°22'25" W; thence to 38°03'13" N, 122°19'50" W; thence to 38°03'23" N, 122°18'31" W; thence to 38°03'13" N, 122°18'29" W; thence to 38°03'05" N, 122°19'28" W; thence to 38°01'44" N, 122°22'18" W; thence returning to the point of beginning.

Datum: NAD 83

(5) *Southern Pacific Railroad Bridge RNA*. The following is a regulated navigation area—The water area contained within a circle with a radius of 200 yards, centered on 38°02'18" N, 122°07'17" W.

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(6) *Southampton Shoal Channel/Richmond Harbor RNA*: The following, consisting of two distinct areas, is a regulated navigation area—

(i) The waters bounded by a line connecting the following coordinates, beginning at:

37°54'17" N, 122°22'00" W; thence to 37°54'08" N, 122°22'00" W; thence to 37°54'15" N, 122°23'12" W; thence to 37°54'30" N, 122°23'09" W; thence along the shoreline to the point of beginning.

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(ii) The waters bounded by a line connecting the following coordinates, beginning at:

37°54'28" N, 122°23'36" W; thence to 37°54'20" N, 122°23'38" W; thence to 37°54'23" N, 122°24'02" W; thence to 37°54'57" N, 122°24'51" W; thence to 37°55'05" N, 122°25'02" W; thence to 37°54'57" N, 122°25'22" W; thence to 37°54'00" N, 122°25'13" W; thence to 37°53'59" N, 122°25'22" W; thence to 37°55'30" N, 122°25'35" W; thence to 37°55'40" N, 122°25'10" W; thence to 37°54'54" N, 122°24'30" W; thence to 37°54'30" N, 122°24'00" W; thence returning to the point of beginning.

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(7) *Oakland Harbor RNA*. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:

37°48'40" N, 122°19'58" W; thence to 37°48'50" N, 122°20'02" W; thence to 37°48'20" N, 122°21'00" W; thence to 37°48'15" N, 122°21'30" W; thence to

37°48'20" N, 122°22'12" W; thence to 37°47'26" N, 122°21'45" W; thence to 37°47'55" N, 122°21'26" W; thence to 37°48'03" N, 122°21'00" W; thence to 37°47'48" N, 122°19'46" W; thence to 37°47'55" N, 122°19'43" W; thence returning along the shoreline to the point of the beginning.

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(d) *General regulations*. (1) A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, navigating within the RNAs defined in paragraph (c) of this section, shall not exceed a speed of 15 knots through the water.

(2) A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, navigating within the RNAs defined in paragraph (c) of this section, shall have its engine(s) ready for immediate maneuver and shall operate its engine(s) in a control mode and on fuel that will allow for an immediate response to any engine order, ahead or astern, including stopping its engine(s) for an extended period of time.

(3) The master, pilot or person directing the movement of a vessel within the RNAs defined in paragraph (c) of this regulation shall comply with Rule 9 of the Inland Navigation Rules (INRs) (33 U.S.C. 2009) in conjunction with the provisions of the associated INRs.

(e) *Specific Regulations*—(1) *San Francisco Bay RNA*: (i) A vessel shall navigate with particular caution in a precautionary area, or in areas near the terminations of traffic lanes or channels, as described in this regulation.

(ii) A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, shall:

(A) use the appropriate traffic lane and proceed in the general direction of traffic flow for that lane;

(B) use the Central Bay Deep Water Traffic Lane if eastbound with a draft of 45 feet or greater or westbound with a draft of 28 feet or greater;

(C) not enter the Central Bay Deep Water Traffic Lane when another power-driven vessel of 1600 or more gross tons or tug with a tow of 1600 or more gross tons is navigating therein when either vessel is:

(I) carrying certain dangerous cargoes (as denoted in section 160.203 of this subchapter);

(2) carrying bulk petroleum products; or

(3) a tank vessel in ballast if such entry would result in meeting, crossing, or overtaking the other vessel.

(D) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side, shall do so at as small an angle to the general direction of traffic flow as practicable;

(E) so far as practicable keep clear of the Central Bay Separation Zone and the Deep Water Lane Separation Zone;

(F) not cross a traffic lane separation zone unless crossing, joining, or leaving a traffic lane.

(2) *Pinole Shoal Channel RNA*: (i) The use of Pinole Shoal Channel RNA is reserved for navigation of vessels with a draft greater than 20 feet or tugs with tows drawing more than 20 feet. Vessels drawing less than 20 feet are not permitted within this RNA and are prohibited from crossing it at any point.

(ii) A power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons shall not enter Pinole Shoal Channel RNA when another power-driven vessel of 1600 or more gross tons or tug with a tow of 1600 or more gross tons is navigating therein when either vessel is:

(A) carrying certain dangerous cargoes (as denoted in section 160.203 of this subchapter);

(B) carrying bulk petroleum products; or

(C) a tank vessel in ballast if such entry would result in meeting, crossing, or overtaking the other vessel.

(iii) Vessels permitted to use this channel shall proceed at a reasonable speed so as not to endanger other vessels or interfere with any work which may become necessary in maintaining, surveying, or buoying the channel, and they shall not anchor in the channel except in case of a deviation authorized under paragraph (b) of this section.

(iv) This paragraph shall not be construed as prohibiting any necessary use of the channel by any public vessels while engaged in official duties, or in emergencies by pilot boats.

(3) *Southern Pacific Railroad Bridge (RNA)*: (i) When visibility is less than 1000 yards within the Southern Pacific Railroad Bridge RNA, a power-driven

vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons:

(A) When eastbound, shall not transit through the RNA.

(B) When westbound:

(I) During periods of reduced visibility and immediately prior to passing New York Point, the master, pilot, or person directing the movement of a vessel shall obtain a report of visibility conditions within the RNA.

(2) If visibility within the RNA is less than 1000 yards, the vessel shall not transit the RNA. Vessels prevented from transiting due to low visibility shall not proceed past Mallard Island until visibility improves to greater than 1000 yards within the RNA.

(3) If a transit between New York Point and the Southern Pacific Railroad Bridge has commenced, and the visibility subsequently should become less than 1000 yards, the master, pilot, or person directing the movement of a vessel shall comply with paragraph (b) of this section and may proceed, taking all further appropriate actions in the interest of safety.

(ii) Visibility is considered to be 1000 yards or greater when both the following geographical points can be seen from the Southern Pacific Railroad Bridge:

(A) The Port of Benecia Pier, and

(B) The Shell Martinez Pier.

(4) *Southampton Shoal/Richmond Harbor RNA*: A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, shall not enter Southampton Shoal/Richmond Harbor RNA when another power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, is navigating therein, if such entry would result in meeting, crossing, or overtaking the other vessel.

(5) *Oakland Harbor RNA*: A power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons shall not enter the Oakland Harbor RNA when another power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, is navigating therein, if such

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entry would result in meeting, crossing, or overtaking the other vessel.

[CGD11-94-007, 60 FR 16796, Apr. 3, 1995; 60 FR 30157, June 7, 1995. Redesignated by USCG-2001-9286, 66 FR 33642, June 25, 2001, as amended by USCG-2003-15404, 68 FR 37741, June 25, 2003]

EDITORIAL NOTE: At 67 FR 38374, July 24, 2001, paragraph (c)(7) was revised. Because of inaccurate amendatory language, this amendment could not be made.

§ 165.1182 **Safety/Security Zone: San Francisco Bay, San Pablo Bay, Carquinez Strait, and Suisun Bay, CA.**

(a) *Regulated area.* The following area is established as a moving safety/security zone:

(1) All waters 200 yards ahead and astern and 100 yards to each side of every vessel transporting nuclear materials on behalf of the United States Department of Energy while such vessels transit from a line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9'N, 122°35.4'W & 37°46.5'N, 122°35.2'W, respectively) until safely moored at the Weapons Support Facility Seal Beach Detachment Concord on Suisun Bay (position 38°03.3'N, 122°02.5'W). All coordinates referenced use datum: NAD 1983.

(2) All waters within 100 yards of such vessels described in paragraph (a)(1) of this section while such vessels are conducting cargo operations at the Weapons Support Facility Seal Beach Detachment Concord.

(b) *Notification.* Commander, Eleventh Coast Guard District, will cause notice of the activation of this safety/security zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public, including publication in the FEDERAL REGISTER as practicable, in accordance with the provisions of 33 CFR 165.7(a); such means of announcement may include, but are not limited to, Broadcast Notice to Mariners. The Coast Guard will issue a Broadcast Notice to Mariners notifying the public when nuclear materials cargo handling has been completed.

(c) *Effective Period.* The safety/security zone will be effective commencing at the time any vessel described in

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paragraph (a)(1) of this section enters the zone described in paragraph (a)(1) of this section and will remain in effect until all spent nuclear materials cargo handling operations have been completed at Weapons Support Facility Seal Beach Detachment Concord.

(d) *Regulations.* The general regulations governing safety and security zones contained in both 33 CFR 165.23 in 33 CFR 165.33 apply. Entry into, transit through, or anchoring within this moving safety/security zone is prohibited unless authorized by Commander, Eleventh Coast Guard District, or his designated representative.

[CGD11-98-005, 63 FR 38754, July 20, 1998. Redesignated by USCG-2001-9286, 66 FR 33642, June 25, 2001]

§ 165.1183 **Security Zones; Cruise Ships and Tank Vessels, San Francisco Bay and Delta ports, California.**

(a) *Definition.* "Cruise ship" as used in this section means a passenger vessel, except for a ferry, over 100 feet in length, authorized to carry more than 12 passengers for hire; making voyages lasting more than 24 hours, any part of which is on the high seas; and for which passengers are embarked or disembarked in the San Francisco Bay and Delta ports.

(b) *Location.* The following areas are security zones:

(1) All waters, extending from the surface to the sea floor, within a 100-yard radius around any cruise ship and tank ship that is anchored at a designated anchorage within the San Francisco Bay and Delta port areas shoreward of the line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9' N, 122°35.4' W and 37°46. 5' N, 122°35.2' W, respectively);

(2) The shore area and all waters, extending from the surface to the sea floor, within a 100-yard radius around any cruise ship and tank ship that is moored, or in the process of mooring, at any berth within the San Francisco Bay and Delta port areas shoreward of the line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9' N, 122°35.4' W and 37°46. 5' N, 122°35.2' W, respectively); and